

PUBLIC COMMENTS (PC)-N

PC-N1

RECEIVED
CEO OFFICE

JUL 16 2012

July 1, 2012

OCTA Board Member
550 S.Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Dear Mr.

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for Alternative 1 for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond Avenue which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.

2. Alternative 1 also impacts to existing parks will at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes respiratory problems, lung disease and/or lung cancer. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1. Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,

Danilo Nafarrete
3571 Terberry Ln
Seal Beach, CA

PC-N2

From: Nafarrete, Santos [santos.nafarrete@experian.com]
Sent: Friday, June 22, 2012 7:45 AM
To: Parsons, 405.dedcomments
Subject: I 405 Project - DO NOT MOVE WALL

NOT in favor of the project moving the Almond Street wall in College Park East. Putting us closer to traffic will change our living conditions for the worse. It's difficult enough in existing conditions.

Santos Nafarrete

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PC-N3

From: Nafarrete, Santos [santos.nafarrete@experian.com]
Sent: Friday, July 13, 2012 7:56 AM
To: Parsons, 405.dedcomments
Subject: 405 Project - Seal Beach - College Park East Sound Wall - Comments & Question

To: Smita Deshpande, Cal Trans,

July 13, 2012

First Off, I DO NOT want Options 2 or 3 of this project...which causes the movement of the Sound Wall. This will affect living conditions, sound, property values, and the loss of convenience in using Almond Street. DO NOT Move the SOUND WALL.

Questions:

- 1) In Options 2 and 3 for Sound Wall movement. Will the old wall still be standing while the new wall is being built?
- 2) What will Cal Trans/OCTA do to mitigate increased sound/noise due to the movement of the wall?
- 3) The wall is currently Slab construction of 18 feet I believe....will the new wall be of the same construction and height.
- 4) Will Cal Trans/OCTA consider increasing the height of the New Wall to Mitigate increased Noise?
- 5) Do you have documented proof that the US Government does not want to use it's land for your project?
- 6) Has the Federal Government given you documented engineering specifications on what is required as a "Blast Zone"?
- 7) Has the Federal Government done a study to show that the minor intrusion into Federal Property actually has a significant affect on the efficacy of the Blast Zone for Traffic on the 4045...since those are the only people affected by this change?

Please answer these questions

Thank you,

Santos Nafarrete
 3601 Violet Street
 Seal Beach CA 90740

PC-N4

July 1, 2012

OCTA Board Member
 550 S.Main St
 PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Dear Mr.

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3. Funding is only available for Alternative 1. Alternative 2 has a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,

Santos Nafarrete
 Santos Nafarrete
 3601 Violet St.
 Seal Beach

PC-N5

From: Michele Nathanson [michele@c-sales.com]
Sent: Tuesday, June 26, 2012 7:41 AM
To: Parsons, 405.dedcomments

Do you have a map or diagram of how the 405 will impact the Rossmoor area and when this will project will begin and hopefully be completed?
Thank you.

Commercial Sales, Inc.

Michele Nathanson
562-799-4300 phone
562-799-4311 fax
michele@c-sales.com

PC-N6

From: Lorraine Navarro [navarro.lorraine@gmail.com]
Sent: Tuesday, July 17, 2012 3:26 PM
To: Parsons, 405.dedcomments
Subject: Opposition response to the EIR for I-405 projects

Dear Madam/Sir,

After much research, and after attending many meetings, and having read the pertinent parts of the EIR, I would like to state that I am against building ANY expansion lanes without the coordination and matched plans of LA County.

Here are the reasons: 1) I live in College Park East, Seal Beach, which boundaries the northbound 405. I staunchly oppose any option that would remove and reposition the sound wall on Almond. This will cause increased noise, and air pollution (there are TWO parks within 1/4 mile of this projected construction where children play and hold sports practices) Our property values will decrease as a result such constructions.

2) With the freeway widening ending at LA County line, the resulting gridlock will be serious at Seal Beach Blvd due to the lane constriction. We have seen more accidents since the current construction of the West County connector projects, and this will be extremely hazardous when traffic constricts at the point of 22 and 605 junction and people trying to select these three travel options facing lane constriction.

3) This project will cause excess traffic spillover onto Los Alamitos/Seal Beach Blvd an already severely impacted street which is the main and only artery through our communities to reach our schools. Currently, traffic is so severe southbound Seal Beach Blvd before Lampson that it backs up to Main Way, well north of the freeway. During the school year, this stretch is unbearable after 3pm to after work traffic subsides.

4) Traffic overflow onto Lampson Ave, will increase, as it already is used for traffic by pass. My house backs onto Lampson Ave and I can attest to the increased traffic, dirt and pollution as a result of the current freeway construction. IN ADDITION THIS IS A 3 TON VEHICLE LIMIT STREET and the disobedience to that ordinance along with the sharp increase in traffic are causing undue wear and tear on Lampson, which the citizens of Seal Beach must pay for.

5) The installation of toll lanes is expressly against the intent and language of Measure M. If CalTrans pursues a toll lane, we risk a law suit, the expense and delay (shouldered by citizens) on the basis that it is against the voter's express wishes and language of the Measure.

To mitigate these issues, I propose that any version for the 405 Improvement Project terminate at Valley View Street to lessen the traffic constriction at the county line and junction of three major freeways 405, 22 and 605.


Also, I propose we move the Center line and a 4 foot shoulder so that the 405 realignment will not need to move the sound wall along Almond Ave in Seal Beach.

Thank you for your consideration, and I look forward to reading the mitigations of the above issues.

Lorraine Elicks Navarro
4249 Ironwood
Seal Beach, CA 90740

PC-N7

PC-N8

 **I-405 Improvement Project**
Public Hearing
Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): Tom Nesbitt
Organization: None
Address (Optional): _____
Phone Number: 323-288-2580 Email address: MANXMAR60@Gmail.com

Comments: Please make the pay
Bigger Don't Listen to The Few
help The Rest of us
Please make it Bigger
The 405 Needs more Lanes

(Space for comments continued on reverse)

From: Cutting Edge Systems, Inc. [info@cuttingedgesystems.com]
Sent: Tuesday, July 17, 2012 11:23 PM
To: Parsons, 405.dedcomments
Subject: 405 Expansion - Against

To Whom It May Concern -

My name is Syndy Neyland. I am a resident, a landlord and a business owner in Costa Mesa. I have lived in Costa Mesa since 1996.

I am writing this evening to state my concerns and my feelings against the expansion of the 405. While I choose none of the options the least offensive to me would be Alternative #1.

I feel that the other two options are too invasive and particularly alternative #3 I feel would be extremely detrimental to Costa Mesa.

Please accept my letter as opposition to any expansion to the 405.

Thank you for your time and attention.

Sincerely,
Syndy
Eastside Costa Mesa

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PC-N9

From: Christine M Nichols [christine.m.nichols@ca.rr.com]
Sent: Tuesday, July 17, 2012 4:32 PM
To: Parsons, 405.dedcomments
Subject: 405 Widening Project Comments

Yes, the congestion on the 405 freeway from Seal Beach Blvd. to the Newport Beach area is heavy and burdensome. However, **unless the FULL COST to widen the freeway is CURRENTLY available, I do not support taking on this massive expense project at this time.** Transportation projects of this magnitude always go over budget. Where will that budget over-run come from?

California's budget is submerged in debt. If the Governor's tax proposal does not pass in November, additional programs and services will be cut, including higher education. We cannot, as conscionable and resource-responsible citizens add to our current debt. When California is financially strong, then it makes sense to look at improvements. In a few years, when California is thriving, alternative transportation options need to be evaluated such as mass transit. Ideally, a transportation avenue from the South Coast Plaza/John Wayne Airport area to the Los Angeles International Airport area, with multiple stops in between. This would expedite travel from Orange County to Los Angeles and alleviate a lot of pollution and freeway maintenance costs.

Adding toll lanes, as a way of funding transportation, is a poor way to finance this transportation situation. Again, if the money isn't available, the purchase shouldn't be made. Asking the taxpayers to pay an additional fee to use the lane, after they've already paid for a portion of the cost, is unfair. This option also requires removing and rebuilding 17 bridges, miles of sound walls, etc. How can this be cost effective compared to mass transit?

I support a transportation improvement when California is fiscally strong. When that is in place, I support researching mass transit options in combination with widening the 405 with one, general purpose lane.

Thank you for your consideration.

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PC-N10

July 12, 2012

Smita Deshpande,
Caltrans District 12
2201 Dupont Drive, Suite 200.
Irvine CA. 92612

Dear Ms. Deshpande:

We are residents of the College Park East Neighborhood in Seal Beach. We are adamantly opposed to any widening of the 405 Freeway, especially Alternatives #2 and #3. Most mornings the northbound 405 Freeway is gridlocked by our home, especially during rush hour. Since there are no plans at the present time to widen the 405 northbound Freeway starting at the Los Angeles County line, adding any lanes in Orange County would exacerbate the current gridlock. If Alternative # 1 is selected we highly recommend the additional lanes stop at the Valley View Street Bridge so the traffic has time to merge with the northbound 22 Freeway traffic and the upcoming bottleneck on the 405 at the Los Angeles County line.

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To quote the handout distributed at the June 7, 2012 meeting in Rush Park Auditorium, "When it was approved by the voters in 2006, Measure M2 provided approximately \$973 million (escalated dollars) for the I-405 Improvement Project." Since the estimated build date in the handout indicates construction will start in early 2015 it would appear that any plans to widen the 405 in Los Angeles County starting at the Los Angeles/Orange County lines would be at least another 10 years away. During this time the gridlock on the northbound 405 in the Westminster/Seal Beach area would only continue to become worse.

The air quality and noise is bad enough and any Freeway expansion would only deteriorate the current condition.

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The moving of the Almond Avenue sound wall would pose a safety problem during construction. There are eleven cul-de-sacs that originate off of Almond Avenue between Aster Street and Primrose Circle plus one street, Camelia, that becomes Columbine Street when it loops back to Almond,

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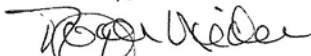
PC-N10 Continued

What plans have been made to address the access of emergency vehicles during the time that the street will be restricted to the normal flow of traffic? The response time to emergencies could be seriously impacted. What type of safety and security would be available while the wall is being torn down, moved and rebuilt? It took the contractor several months, just to put in temporary concrete barriers along the Freeway by Lampson Avenue and the Tennis Courts. During this time a flimsy fence was all that protected the drivers on Lampson Avenue from 405 Freeway vehicles travelling at high rates of speed. If Alternatives #2 or #3 are selected, will College Park East residents have some type of concrete barriers in place before the sound wall is torn down?

Because of the many cul-de-sacs, and the required driveway accesses, parking in the cul-de-sacs is very limited especially during street cleaning, holidays and other times when the residents want to hold social events. The relocation and construction of the Almond Avenue sound wall could seriously impact the Resident's ability to find satisfactory parking during these time.

For the above noted reasons, we are definitely opposed to Alternatives #2 and #3.

Sincerely,



Roger Nieder
3551 Primrose Circle
Seal Beach, CA. 90740-3128



Sandy Nieder
3551 Primrose Circle
Seal Beach, CA. 90740-3128

Cc: Governor Jerry Brown
Supervisor John Moorlach
State Senator Tom Harman
Assemblyman Jim Silva
Congressman Dana Rohrabacker

PC-N11

From: Dennis Nordstrom [mailto:dennis@dknordstrom.com]
Sent: Wednesday, June 06, 2012 10:49 PM
To: Christina Byrne
Subject: 405 freeway congestion in north Orange County

To Christina Byrne:

I am very appreciative that the OCTA wants to address the awful freeway bottleneck on the 405 that backs traffic up from Westminster through Costa Mesa. Having averaged over 25,000 miles a year on So Cal freeways for a couple of decades, much of it in slow traffic, I have been able to observe first-hand what generally causes this kind of consistent traffic problem. It is a bottleneck and it is exactly as the descriptive name implies; a reduction in lanes. I believe the problem with this section of freeway is too many changes in the number of freeway lanes. In my opinion the best way to address this section of freeway is to add to the number of lanes only in those areas where there is a reduction in lanes. Let me explain.

The most efficient freeways are those that have a consistent number of lanes over a long distance. Each time an extra lane is added people take advantage and fill the lane, which creates a temporary increase in speed. However, when a lane is removed the traffic in that lane has to meld back into the remaining lanes. The disruption starts in the lane closest to the removed lane and cascades into the adjoining lanes. Lane changing is one of the biggest causes of traffic backup, and accidents. Reducing the number of lane changes and the traffic flows more freely. This is effectively done by keeping the number of freeway lanes consistent. Proof of this is the 101 west of the 405, a very busy section of freeway that moves fairly well where it has a consistent number of lanes.

I have heard that there are multiple proposals that are being considered, including one that involves adding multiple HOV lanes. This will not solve the problem, but will rather relocate the bottleneck to the point where the number of lanes is reduced. A vivid example of this is the east bound 91 toll lanes and the mess these lanes cause from Green River back along the freeway. Conversely, at the other end where the two toll lanes are split and are added to the 55 south and the 91 west there is rarely as significant a backup because there is not the bottleneck.

Once again, I have observed that even very busy freeways with relatively consistent numbers of lanes (only a single lane for off ramps and on ramps) have the most consistent speeds because there is far less lane changing. Less lane changes means less braking, less accelerating and changes in speed that lead to accidents. The section of freeway we are discussing has many changes in the number of usable lanes, including areas where the number of usable lanes drops by three! By adding lanes to areas where there are fewer to have a more consistent number of lanes will increase average speed through this section of freeway significantly.

Please consider this information as you review options for addressing this section of freeway.

Thanks you,
Dennis Nordstrom

PC-N12

From: Kitty Nordstrom [kitty@dknordstrom.com]
Sent: Tuesday, July 17, 2012 4:30 PM
To: Parsons, 405.dedcomments
Subject: Alternative 3

To all in may concern,

Please NO on Alternative 3!!!!!! Also, NO on the ramp from Ellis to the 405!!!!!!
Kitty Nordstrom
3357 Alabama Circle, Costa Mesa

PC-N13

Smita Deshpande, Branch Chief,
Caltrans-District 12, "Attn: 405 DEIR-DEIS Comment Period"
2201 Dupont Drive, Suite 200
Irvine, CA, 92612

Subject: State Route 405 (I-405; San Diego Freeway) between SR-73 and I-605
and Draft EIR/EIS

I am concerned about the impacts the State Route 405 improvement project will have on our community. I am especially concerned about Alternative 3 which will widen the San Diego Freeway in the City of Costa Mesa and convert an existing car pool lane to a toll lane.

Alternative 3 would require that the Fairview/I 405 interchange be demolished and rebuilt, even though it was just rebuilt three years ago. Residences and public parks near the I-405 will be adversely affected both during construction and upon completion of the project. Problems include air pollution, noise, and degradation of the visual quality of our neighborhoods. Ramp closures at Harbor, Fairview, and South Coast will not only inconvenience residents, but impair access to the many businesses which contribute to our local and regional economy.

In addition,

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PC-N14

From: Kitty Nordstrom [mailto:kitty@dknordstrom.com]
Sent: Thursday, July 05, 2012 11:50 PM
To: chansen@surfcity-hb.org; Adams, Audra; Bates, Pat; pglab@cityoflagunahills.org
Subject: Alternative 3

Hi,

I understand the deadline to contact you has been extended.

My home backs up to the Santa Ana River trail next to Moon Park in Costa Mesa. I am VERY CONCERNED, and OPPOSED to Alternative 3 on many levels: noise, dirt and other debris, health risk, and lowered property value, to name a few. The Harbor and Fairview bridges have been upgraded; let them stay. The proposed toll lanes are NOT ACCEPTABLE. PLEASE

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respect the position of Costa Mesa, and take Alternative 3 off the table. Go with Alternative 2, which will help lessen the bottleneck. There are enough lanes already in Costa Mesa.

Also, I am VEHEMENTLY OPPOSED to the proposed Ellis onramp, as accelerating cars would be too close to my property. Leave the Ellis onramp as is. Drivers can figure another way to access the freeway. This additional onramp is a bad idea. Please remove it from your plans!

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Thank you,
Kitty Nordstrom
3357 Alabama Circle
Costa Mesa

Please include these comments in the public/administrative record for this project and the project EIR/EIS. Thank you for the opportunity to comment.

Yours truly,

Kitty Nordstrom
(Name)

3357 Alabama Cir. Costa Mesa
(Address) (City)

— Please keep me informed about future hearings and future steps in the review process for the I-405 project.

PC-N15

June 21, 2012

Smita Deshpande
Caltrans District 12
2201 Dupont Drive, Suite 200
Irvine, CA 92612

Smita Deshpande:

Alternative 1 will improve traffic flow at the most sensible price. Please recommend Alternative 1, adding a single general purpose lane in each direction.

Thank you.

P. Nordstrom
P. Nordstrom
4740 Fir Avenue
Seal Beach, CA 90740

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PC-N16



I-405 Improvement Project Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☒ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <i>LINDA NORTROP</i>	
Organization: <i>N/A</i>	
Address (Optional):	
Phone Number: <i>714-898-7258</i>	Email address: <i>LMNORTHROP@YAHOO.COM</i>

Comments: 1- Alternate 3 is not an acceptable option. It does not work for 91 Freeway and will not work for 405. Alternate 2 looks like it will provide the best possible solution for all concerned without adding prohibitive costs for citizens that are middle-class and below. (Only two alternates were originally agreed upon by all and adding a third was not an option, so it shouldn't even be a consideration.)

2- My neighborhood is adjacent to the 405 freeway and my house is about 45 yards from the freeway. When erected, the existing 8-foot sound wall only increased the noise level and dust level in our neighborhood. So much so, that many of us had to put in expensive double-paned windows to curtail some of the added freeway noise. Moving an 8-foot wall closer will only increase the noise further, along with the dust levels. A 24-ft sound wall is needed to curtail noise and reduce dust levels to improve the overall well being of our neighborhoods and of the residents living adjacent to the 405 freeway.

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(Space for comments continued on reverse)



PC-N17

PC-N17 Continued

Smita Deshpande Branch Chief
Caltrans District 12
2201 Dupont Drive Suite 200
Irvine, CA 92612

Attn: 405 DEIR / DEIS Comment Period

MEETING VENUE: Tuesday, June 19, Fountain Valley City Council

NAME: Cheryl Norton
17681 San Rafael
Fountain Valley, CA 92708
714-964-4505 daytime
714-962-6445 evening
thedesignstudio@socal.rr.com

COMMENTS:

The Fact Sheet for Fountain Valley states: *A new wall will be built along the northbound I-405 and Brookhurst St. northbound off-ramp along San Rafael St.*

Your boards show the new sound walls (in green on the attached).

We would like to request that the sound wall be extended all the way to the stop light (at orange on the attached) and that the sound wall be HIGH ENOUGH to divert the emissions from the cars stopped on that off ramp from spilling into our backyards.

We are concerned that, without the sound wall, cars (4-lanes of cars) spilling onto Brookhurst will create an environmental nightmare for this community and especially for those of us on San Rafael (backing up to the flood control channel).

At one time there were large cypress trees planted along this route. Caltrans removed the trees (not sure why) leaving our homes totally exposed to the freeway on and off ramps and their emissions. In addition, trucks stopped on the on ramp have straight visual site into our back bathroom (A truck driver honked and waved at my daughter who was getting ready for school in that bathroom).

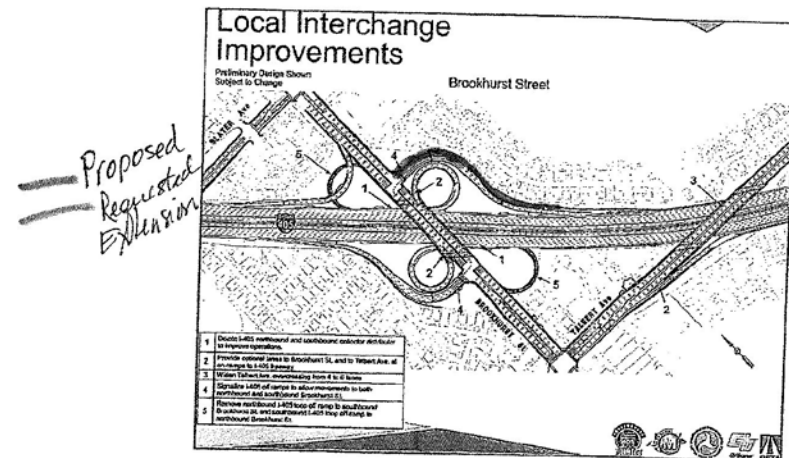
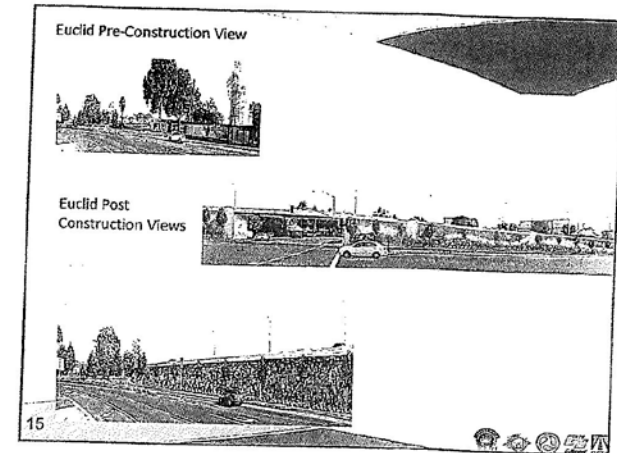
In addition, creating a sound wall where we now have our back wall will alleviate the space between our wall and the freeway where transients are known to spend time. This has always been a public safety issue.

What we ask is just an extension of what is already planned. Hopefully, you will see fit to include this extension in your plans. Thank you for your consideration of this matter.

My Best,


Cheryl Norton

cc: Fountain Valley City Council (John Collins, Larry Crandall, Mark McCurdy, Steve Nagel, Michael Vo) and City Manager (Ray Kromer)



PC-N18

PC-N19



I-405 Improvement Project

Public Hearing

Comment Sheet

Page 1 of 1

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☐ Wednesday, June 6, 2012 – Westminster Community Center

☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): ANTHONY NOVELLO

Organization: _____





Address(Optional): _____

Phone Number: _____

Email address: _____

Comments: HELP FIX THE TRAFFIC ISSUES } 1

(Space for comments continued on reverse)

I-405 Improvement Project Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

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Name (First and Last): <u>Sam Nowak</u>	
Organization: <u>Lord 398 Plumbers</u>	
Address (Optional):	
Phone Number <u>(562) 692-8213</u>	Email Address: <u>Jan44111@yahoo.com</u>

Comments: I FEEL THAT THE IMPROVEMENTS HAVE
BEEN A LONG TIME WAITING. LOOKING FORWARD
TO THE COMPLETION

(Space for comments continued on reverse)

RESPONSE TO PUBLIC COMMENTS (PC)-N

Response to Comment Letter PC-N1

Comment PC-N1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N1-2

Please see Response to Comment PC-N1-1.

Comment PC-N1-3

A Financial Plan showing a fully funded Preferred Alternative is required before the Final EIR/EIS can be approved. Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives. Please see Common Response – Measure M Funding.

Response to Comment Letter PC-N2

Comment PC-N2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-N3

Comment PC-N3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-N4

Comment PC-N4-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N4-2

Please see Response to Comment PC-N4-1.

Comment PC-N4-3

A Financial Plan showing a fully funded Preferred Alternative is required before the Final EIR/EIS can be approved. Bonding against future Renewed Measure M sales tax receipts is planned for all of the build alternatives. Please see Common Response – Measure M Funding.

Response to Comment Letter PC-N5

Comment PC-N5-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Please see Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures. Analysis of each environmental factor in this EIR/EIS includes discussion of the affected environment; environmental consequences, including construction impacts, permanent impacts, cumulative impacts, and, in some cases,

indirect impacts; and avoidance, minimization, and/or mitigation measures for each project alternative, including the No Build Alternative and three build alternatives. Please also see Appendix P, Project Plans.

Construction of the proposed project is planned to commence in 2015 and is anticipated to be completed in 2020. Please see Section 2.2.5, Construction, of the EIR/EIS for a detailed discussion on the construction duration for all three build alternatives.

Response to Comment Letter PC-N6

Comment PC-N6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N6-2

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-N6-3

Based on the Traffic Study conducted for the Draft EIR/EIS, the project includes improvements to Seal Beach Boulevard under all of the build alternatives. The current traffic congestion on Seal Beach Boulevard is not related to the proposed project because the project is several years from construction if a build alternative is selected.

Comment PC-N6-4

The additional lanes and improved performance on the freeway under the build alternatives compared to the No Build Alternative will encourage traffic currently diverting from the congested freeway to local streets to remain on the freeway. The current traffic congestion on Lampson Road is not related to the proposed project because the project is several years from construction if a build alternative is selected.

Comment PC-N6-5

There is nothing in Renewed Measure M that either precludes or requires additional improvements beyond the single GP lane proposed in Alternative 1. OCTA has indicated that improvements to I-405 in addition to those identified in Alternative 1 would not be funded with Renewed Measure M revenues. For additional discussion of tolling and Renewed Measure M, please see Common Responses – Opposition to Tolling and Measure M Funding.

Comment PC-N6-6

The proposed project requires the limits of improvements to go beyond the Valley View Street limits to transition the additional lanes accordingly up to I-605 and shared county lines. Note that the project will not have as many impacts based on maintaining the structures constructed as part of the WCC Project intact with no replacements.

Comment PC-N6-7

The centerline has been optimized as part of the WCC Project. Any additional shifts would replicate construction impacts from that project. Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Response to Comment Letter PC-N7**Comment PC-N7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-N8**Comment PC-N8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N9

Comment PC-N9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Alternatives M3, M9, M10, M11, M12, and M13 (see Section 2.2.7 and Figure 2-8), evaluated as part of the I-405 MIS (2003-2006), included project components similar to what you are recommending within your comment. These alternatives were not considered viable alternatives for further consideration because they do not fulfill the project purpose and generally are substantially more expensive than the build alternatives (see discussion of Alternatives M3, M9, M10, M11, M12, and M13 in Section 2.7). Please also see Common Response – Elimination of LRT and BRT Alternatives.

Response to Comment Letter PC-N10

Comment PC-N10-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Dropping the additional GP lane in Alternatives 1 and 3 upstream of I-605 near Valley View Street as suggested in the comment would create a chokepoint at the drop location, because there would be no roadway to receive the lane's traffic. Carrying that lane to I-605 and providing a full two-lane exit at the beginning of I-605 provides a location for ending the lane that has the capacity to receive the lane's traffic. Consideration was given to a design option that would drop the second additional lane included in Alternative 2 just south of SR-22. See Common Response – Almond Avenue Soundwall for a discussion of this design option.

Comment PC-N10-2

The highest traffic noise level from a freeway occurs when traffic is at full capacity but flowing at the posted speed. Noise levels are reduced substantially when traffic is at stop-and-go

conditions. Future traffic noise levels are predicted for the free-flowing conditions, and soundwalls are recommended to provide noise abatement for the highest possible traffic noise that can be produced by the freeway. Please see Common Response – Noise/Noise Analysis.

As described in Section 3.2.6 of the Draft EIR/EIS, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Air Quality.

Comment PC-N10-3

Only Alternatives 2 and 3 would require relocation of the Almond Avenue soundwall. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-N10-4

Please see Section 3.1.5 of the Draft EIR/EIS for a discussion on emergency services. Measure UT-2 has been included to ensure emergency providers are alerted in advance of any temporary road closures and delays so that they have adequate time to make appropriate accommodations to ensure prompt emergency response times that fulfill their responsibilities and defined service objectives. Please also see Response to Comment PC-N10-3.

Comment PC-N10-5

At this time, the construction phasing of soundwalls has not been determined; however, common practice for large projects involving construction near sensitive receptors is to complete soundwall construction prior to demolition of existing soundwalls that are identified to be replaced. Although this is common practice, it would likely not include placement of temporary noise barriers during construction of soundwalls. Please also see Response to Comment PC-N10-3 above.

Comment PC-N10-6

See Response to Comment PC-N10-3.

Comment PC-N10-7

Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N11**Comment PC-N11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We appreciate your observations. All of the build alternatives will increase lane continuity in the project corridor. Other factors were also considered in identification of the Preferred Alternative. All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Response to Comment Letter PC-N12

Comment PC-N12-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N13

Comment PC-N13-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Please see Response to Comment PC-B20-1.

Response to Comment Letter PC-N14

Comment PC-N14-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-N14-2

All of the build alternatives include a new entrance ramp from eastbound Ellis Street to I-405 southbound. This ramp will reduce the queuing on Ellis Street that occurs nearly every morning. Because of its proximity to one of the limited number of Santa Ana River crossings in the Fountain Valley area, there is a large volume of traffic entering I-405 every weekday morning. The volume exceeds the volume discharged by the two lanes at the ramp meter such that there is a traffic queue that extends along the median of Ellis Avenue as much as 0.5-mile some mornings.

Response to Comment Letter PC-N15**Comment PC-N15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-N16**Comment PC-N16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-N16-2

Existing soundwalls can only be replaced by higher soundwalls if an additional 5-dB noise reduction could be achieved. Soundwalls have a “diminishing margin of return” once the line-of-sight to major sources of traffic noise have been cut or blocked, which include, but are not limited to, tire, engine, and truck stack exhaust noise. The insertion loss for barriers does not follow a linear trend in reducing noise levels once the line-of-sight is removed from the tallest noise source, which for traffic noise, is the exhaust from truck stacks, which are approximately 12 ft from ground level. The current maximum preferred height for soundwalls in California is 16 ft due to seismic issues. Please also see Common Response – Noise/Noise Analysis.

Response to Comment Letter PC-N17

Comment PC-N17-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Soundwalls are recommended to provide abatement for traffic noise levels and are not designed to divert vehicle emissions.

Response to Comment Letter PC-N18

Comment PC-N18-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-N19

Comment PC-N19-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

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